

**ITEM 10. ITEM FOR COMMITTEE INFORMATION – CYCLEWAY –
CASTLEREAGH STREET FROM CAMPBELL STREET TO
GOULBURN STREET SYDNEY**

TRIM RECORD NO: 2015/009659

RECOMMENDATION

It is recommended that the Committee note the following:

- (A) Reallocation of parking on the eastern side of Castlereagh Street between the points 167.6 metres and 287.0 metres south of Liverpool Street as “No Stopping”;
- (B) Reallocation of parking on the eastern side of Castlereagh Street between the points 234.2 metres and 246.12 metres south of Liverpool Street as “No Parking 6am-10am 3pm-8pm Route Service Buses Excepted”, “Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri”, 4P Ticket 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (C) Reallocation of parking on the eastern side of Castlereagh Street between the points 246.2 metres and 253.2 metres south of Liverpool Street as “No Parking”;
- (D) Reallocation of parking on the eastern side of Castlereagh Street between the points 253.2 metres and 278.6 metres south of Liverpool Street as “No Parking 6am-10am 3pm-8pm Route Service Buses Excepted”, “Loading Zone 10am-3pm Mon-Fri, 6am-10am Sat”, “4P Ticket 8pm-12am Mon-Fri”, 4P Ticket 10am-10pm Sat, 8am-10pm Sun & Public Holidays”;
- (E) Reallocation of parking on the eastern side of Castlereagh Street between the points 278.6 metres and 287.0 metres south of Liverpool Street as “No Stopping”;
- (F) Reallocation of parking on the western side of Castlereagh Street between the points 287.0 metres and 319.1 metres south of Liverpool Street as “No Stopping”; and
- (G) Installation of kerb amendments and changes to lane configuration in Castlereagh Street between Campbell Street and Goulburn Street.

DECISION

BACKGROUND

The parking changes are proposed as part of the Sydney City Centre Access Strategy which was adopted by the NSW Government in December 2013. The Access Strategy prioritises and allocates street space for public transport, general traffic, pedestrians, cyclists, taxis and service vehicles. An integrated bus plan is one of the key features of the proposed integrated network.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key bus corridor. The bus corridor includes “No Stopping”, “Bus Zone” and “Bus Lane 6am-8pm Mon-Fri 10am-6pm Sat” and off peak “Loading Zones” on the eastern side of Castlereagh Street.

Castlereagh Street between Hay Street and Liverpool Street is identified in the Sydney City Centre Access Strategy as a key cyclist corridor. The cycleway includes “No Stopping” on the western side of Castlereagh Street.

COMMENTS

The kerb space on the eastern and western sides of Castlereagh Street between Campbell Street and Goulburn Street is generally signposted as “No Stopping”, 1P Ticket and 4P Ticket.

Where possible, loading, taxi and parking for people with disabilities will be distributed to neighbouring streets, contained within the proposed changes for the bus and cycleway plans.

Agreement was obtained from the RMS, the Sydney City Police and the State Member, for the proposed changes.

CONSULTATION

The Roads and Maritime Services carried out a letter drop consultation as well as contacting individual affected stakeholders individually in the affected area. The consultation process had 38,000 letters sent out and 127 responses in total were received. Of the above overall responses, there were 56 responses supporting the proposal and 67 responses opposing the proposal. Two neither support nor object and one was out of scope.

Submissions opposing the proposal were concerned about the loss of loading and parking spaces.

Submissions supporting the proposal believed the proposal would improve access to the City and reduce general traffic congestion.

The work needed to be done as a matter of urgency, therefore agreement was obtained from the RMS, the Sydney City Police and the State Member, for the changes to be installed prior to the Committee meeting.

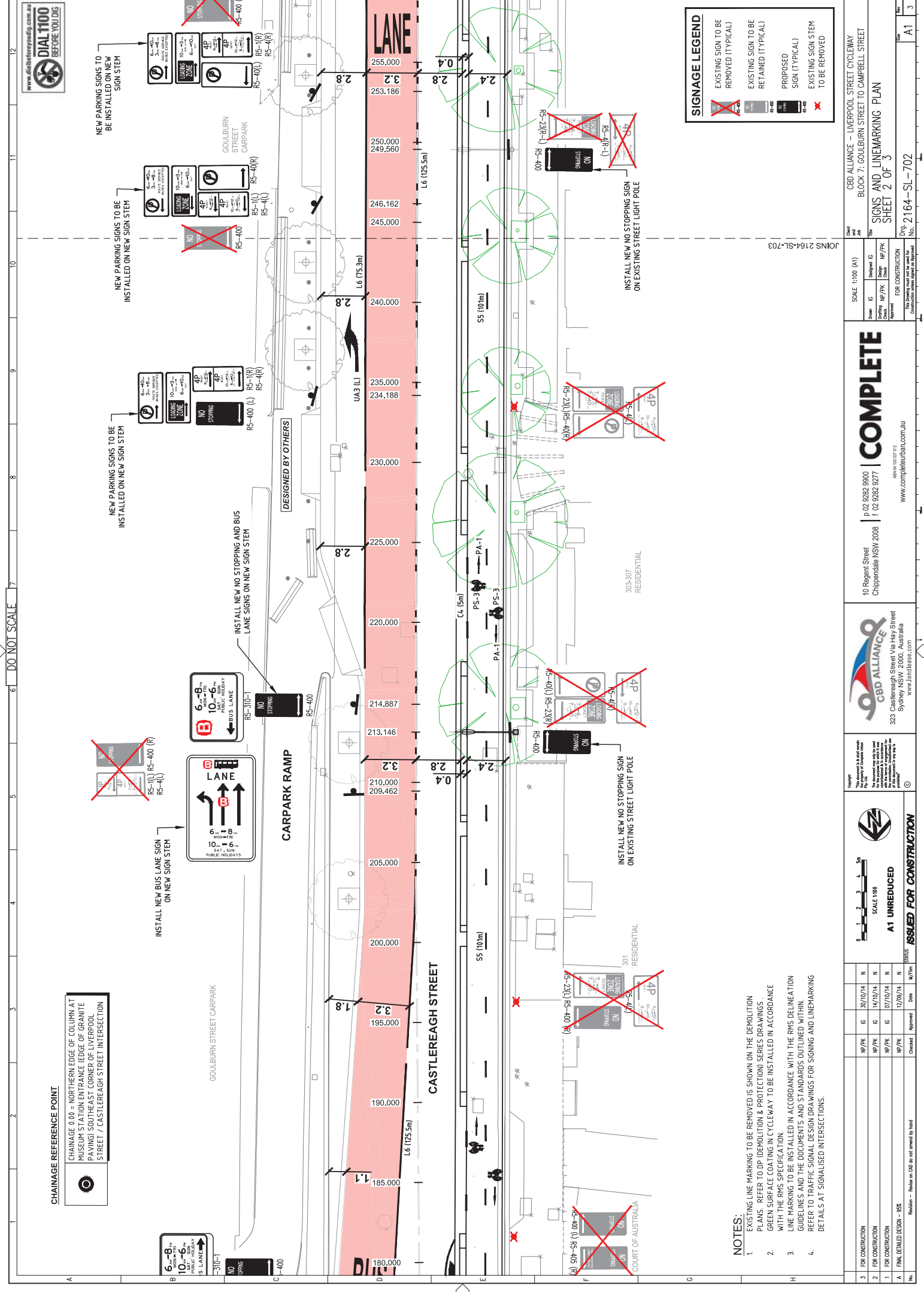
FINANCIAL

The project is being funded by Transport for NSW and City of Sydney.

ATTACHMENTS

Item for Committee Information – Cycleway – Castlereagh Street from Campbell Street to Goulburn Street Sydney

Stephen Sherwin, Project Manager – Roads and Maritime Services



SIGNAGE LEGEND

- ~~EXISTING SIGN TO BE REMOVED (TYPICAL)~~
- EXISTING SIGN TO BE RETAINED (TYPICAL)
- PROPOSED SIGN (TYPICAL)
- EXISTING SIGN STEM TO BE REMOVED

- NOTES:**
- EXISTING LINE MARKING TO BE REMOVED IS SHOWN ON THE DEMOLITION PLANS. REFER TO DP, DEMOLITION & PROTECTION SERIES DRAWINGS.
 - GREEN SURFACE COATING IN CYCLEWAY TO BE INSTALLED IN ACCORDANCE WITH THE RMS SPECIFICATION.
 - LINE MARKING TO BE INSTALLED IN ACCORDANCE WITH THE RMS DELINEATION GUIDELINES AND THE DOCUMENTS AND STANDARDS OUTLINED WITHIN. REFER TO TRAFFIC SIGNAL DESIGN DRAWINGS FOR SIGNING AND LINE MARKING DETAILS AT SIGNALISED INTERSECTIONS.

<p>10 Regent Street Chippendale NSW 2008</p> <p>10 Regent Street Chippendale NSW 2008</p>		<p>SCALE 1:100 (A1)</p> <p>Project No. 2164-SL-702</p>		<p>DATE 14/10/14</p> <p>SCALE 1:100</p> <p>A1 UNREduced</p>	
<p>323 Castlereagh Street Via Hay Street Sydney NSW 2000, Australia</p>		<p>10 Regent Street Chippendale NSW 2008</p>		<p>DATE 14/10/14</p> <p>SCALE 1:100</p> <p>A1 UNREduced</p>	
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CHAINAGE REFERENCE POINT

CHAINAGE 0.00 = NORTHERN EDGE OF COLUMN AT MUSEUM STATION ENTRANCE EDGE OF GRANITE PAVING) SOUTHEAST CORNER OF LIVERPOOL STREET / CASTLEREAGH STREET INTERSECTION

